

not in p. 3

Report of the

Eighth Annual Convention

of

The Hudson Bay Route Association

The Pas, Manitoba
FEBRUARY 13th, 1951

“Buy British” — Export and
Import Via Port Churchill

HUDSON BAY ROUTE ASSOCIATION

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Hon. Premier T. C. Douglas
Hon. Premier E. C. Manning

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A. J. Hansen, Prince Albert, Sask.
George Mirka, Smeaton, Sask.
L. B. Caskey, Melfort, Sask.
W. J. Hansen—Technical Advisor.

Head Office: 921 Ave. "F" N. Saskatoon, Sask.

A

Welcome

TO THE

Eighth Annual Convention

OF THE

Hudson Bay Route Association

FROM

THE PAS LUMBER COMPANY

Report of proceedings at the Eighth Annual Convention of the Hudson Bay Route Association held at The Pas, Manitoba. February 13th, 1951.

The convention was called to order 9:30 a.m. by the President Mr. W. G. Streeton.

The President introduced His Worship Mayor H. F. Bickle. The Mayor in a few well-chosen words welcomed the delegates and extended the freedom of the town to the convention.

Mr. Streeton presented the agenda for ratification and same was approved by the convention.



President's Address

Ladies and Gentlemen:

I want to express pleasure at seeing the number of members attending the Eighth Annual Convention of the Hudson Bay Route Association, and to be with you people of The Pas. Let me take this opportunity to thank you for the interest you have shown and support you have given to the Hudson Bay Route Association.

I am grateful to our Secretary Mr. Frank Eliason, the executive members and the Board of Directors for the work that has been accomplished during the past year. Since our last Annual Convention held in Prince Albert on February 7th, your Board of Directors have followed the instructions laid down by the Convention I am glad to tell you that progress has been made toward our goal for a fuller development of the Port of Churchill.

The Convention's instructions that a delegation be sent to Ottawa, with a submission on the Hudson Bay Route were carried out. The delegation consisted of Mr. J. S. Woodward of Saskatoon, Mr. R. H. MacNeill of Kississing, Manitoba, and was headed by myself. On our way to Ottawa we met Mr. W. J. Hansen at Winnipeg. Mr. Hansen is Director of Trade Services at Regina, and he accompanied us as Technical Advisor. While in Winnipeg the delegation called on Premier Douglas Campbell of Manitoba and discussed with him matters dealing with the Townsite and Port of Churchill. One of the most important subjects was the policy of the Manitoba Government, relating to the leasing of Lots at Churchill. This policy we felt retarded growth of the settlement at the Port. We proposed that in order to encourage permanent settlements Lots be offered for Sale and Torrent Titles issued to the purchasers. I am glad to say that our proposal has been put into effect by the Manitoba Government and a policy which will ensure permanent settlement is in effect.

While still in Winnipeg we met the members of the Canadian Wheat Board in connection with the movement of wheat through the Port of Churchill during the 1950 shipping season, and we were assured by Mr. McIvor that

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they were doing their best to get as much wheat through Churchill as possible. At Ottawa our meeting with the Western Members of Parliament was encouraging. We received assurance of their undivided support in our work. Our meeting with Prime Minister Louis St. Laurent was very encouraging. The full report of this phase of the delegations visit will be covered in a report to be presented by Mr. J. S. Woodward. Reviewing work accomplished during the past year, the Associations request for an earlier opening date for ships coming into the Port of Churchill was brought before the Imperial Shipping Committee in London by the Federal and Provincial Governments, the date has now been advanced to July 26th, for incoming ships, in addition the Federal and Provincial Governments succeeded in obtaining a further 33 per cent. reduction on Hull Insurance Rates, a similar reduction of 25 per cent. was obtained during 1949, this was also one of our recommendations. Our Import cargoes were larger than in any previous year. Exports also exceeded any previous year, 20 ships moved a total of 6,700,500 bushels of wheat overseas. While this is encouraging, we shall strive for still greater import of goods to our Western people, we must endeavor to increase wheat exports and request the Federal Government to station an Ice Breaker at Churchill, furthermore we should recommend to the Provincial and Federal Governments that the shipping season be extended to October 31st. I am pleased to report the membership has increased due to the work of our field service and Office Staff. The Financial position of the Association is satisfactory. I have attended all executive and board meetings and also spoken at Municipal and Farmers Union Convention.

Now ladies and gentlemen I would like to thank the Saskatoon and Prince Albert Boards of Trade and the Canadian Press for their kind co-operation and the support they have extended to the Hudson Bay Route Association. I wish you all a successful Convention.

W. G. STREETON, President.

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Secretary's Report

Presented by Mrs. Frank Eliason

The Audited report of receipts and expenditures shows that our program has been developed upon the basis of pay as you go. If more funds were available no doubt more could have been accomplished. We could have if considered advisable, sent representatives of our Association overseas to discuss matters of trade Via Churchill with appropriate authorities and so on.

The executive however is of the opinion that it is well to have a reserve built up and maintained. Receipts and expenses are checked very carefully every month. We hope that this policy meets with the approval of the membership.

The organization is progressing quite well and as soon as weather permits we aim to have more men in the field.

The Financial Statement is as follows,

Saskatoon, Sask.
4th January, 1951.

The Members,
HUDSON'S BAY ROUTE ASSOCIATION,
Saskatoon, Sask.

We have examined the accounts of your Association for the year ending 31st December, 1950, and hereby certify that the attached Statement of Income and Expenditure is in agreement with the records so examined.

HARRIS, FINGARSON & COMPANY,
Chartered Accountants.
By: G. E. M. HARRIS.

HUDSON'S BAY ROUTE ASSOCIATION

**Statement of Income and Expenditure for the year ending
31st December, 1950**

INCOME

Memberships:

Individual	\$ 5,805.25
Private business corporations	5,908.00
Boards of Trade	125.00
Chambers of Commerce	75.00
Rural Municipalities	2,115.00
Villages	90.00
Towns	180.00
Cities	450.00
U.F.C. Locals	20.00
Co-op Associations	283.00
Wheat Pool committees	45.00
Alberta Farm Union	200.00
United Grain Growers	100.00
Saskatchewan Wheat Pool	500.00
Dairy Pool	25.00

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Federated Co-operatives	100.00
Department of Natural Resources	500.00
Saskatchewan Government Insurance	100.00
Co-operative Credit Union	10.00
Saskatchewan Farmers' Union	25.00
	<hr/>
Donations	62.00
Interest on savings	9.31
Prepaid membership	25.00
	<hr/>
Total Income	\$16,752.56
Cash on deposit in bank, as at 1st January, 1950	2,937.52
To Account for	<hr/> \$19,690.08



HUDSON'S BAY ROUTE ASSOCIATION

Statement of Income and Expenditure for the year ending
31st December, 1950

EXPENSES

President	\$ 304.88
Secretary	1,200.00
Office Assistants	1,022.00
Travel—rail fares, etc.	360.45
Directors' fees and expenses	820.90
Delegation to Ottawa	1,059.20
Organizers' salaries and travel	6,724.21
Organizers' commission	1,139.95
Literature	1,584.52
Postage	330.50
Stationery	251.76
Office supplies	68.84
Telephone and telegraph	138.83
Broadcasting	36.00
Exchange	42.58
Convention	328.00
Convention reports	466.64
Screen projects	34.58
Office and hall rent	243.00
Advertising	88.70
Buttons	100.95
Booth concessions and exhibition projects	61.25
Audit	45.00
Unemployment insurance	61.87
Adding machine	90.78
Express	19.77
Miscellaneous	42.20
	<hr/>
	\$16,667.36

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Eighth Annual Convention

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BARRISTER AND SOLICITOR

The Pas, Man.

Cash on deposit in bank, as at 31st December, 1950	\$ 3,017.72
Cash on hand, as at 31st December, 1950,	5.00
Accounted for	<hr/> \$19,690.08

During the discussion which followed the Convention was informed that no financial assistance had been received from the Alberta and Manitoba Governments.

Field Services in the Province of Manitoba last year had been quite successful and the District from Brandon West and North to the Saskatchewan boundary had been fairly well covered. In Alberta the cities of Calgary and Edmonton and farm organizations had paid their Affiliation Fees.

It was the intention of the executive to increase the Field Service Staff when roads became passable. A question was asked re the possibility of extending the present navigation season. The President replied that a resolution dealing with the matter would be brought before the Convention, but personally he was more interested in making full use of the Route during the 76 days now available. When that was accomplished there would be time to launch a program for extension of the season and the port and the elevator at Churchill.

Roth-Appleby:

That the Secretary's report be adopted.

(Carried).

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Report of the Executive

Presented by Mrs. Frank Eliason

The executive is pleased to report that considerable progress has been made in development traffic Via the Hudson Bay Route since the last Convention. In the matter of export of wheat twenty ships entered the Churchill harbor and moved 6,700,500 Bushels to overseas markets notably England, Italy and Switzerland. These ships brought 3,400 Tons of merchandise for distribution to western merchants. The saving on wheat exports amounted to approximately \$810,000. On imports the savings were also substantial. Importers of Automobiles gained \$35.00 on the small English Cars and \$65.00 on the heavier makes. There has been no complaints about the grading or cleaning of wheat and the port authorities were well satisfied with the operations excepting that more volume of both exports and imports could have been handled if incoming and outgoing traffic had been better organized.

As regards exports of Lumber we were in a position to export 10,000,000 Board Feet again this year but the Railways increased the freight charges to an extent which made exports impossible, we did everything possible to avoid cancellation of this business and at one time appealed to the Prime Minister and the Minister of Transport in person but the Railways remained obstinate and export of Lumber Via Churchill is not possible unless the rates were adjusted. Our efforts will be continued and we hope for results but this problem may require action by Parliament.

In April last a delegation composed of our President Mr. W. G. Streeton, Mr. J. S. Woodward and Mr. R. H. MacNeill visited Winnipeg and Ottawa and a comprehensive report of their achievements will be presented to the Convention in due course.

IMPORTS

Imports of goods from overseas Via Churchill reached an all time high of 3,400 Tons. It has always been the opinion of your executive that in order to facilitate trade with Britain and the European Continent some direct contact with overseas exporters and importers should be established in Western Canada. As a result of our promotional work in this connection we now have the Western Export and Import Company with headquarters in Saskatoon, Saskatchewan, the President of the Company will report on its aims and objectives to the Convention.

INSURANCE RATES

Insurance rates have been lowered substantially and Mr. Graham Spry, agent of the Saskatchewan government in London, in addressing the convention of the Saskatchewan Farmers Union on December Fourteenth gave your association and the director of trade services Mr. W. J. Hansen full credit for bringing about this valuable change. Mr. Spry further stated that the Commonwealth shipping committee

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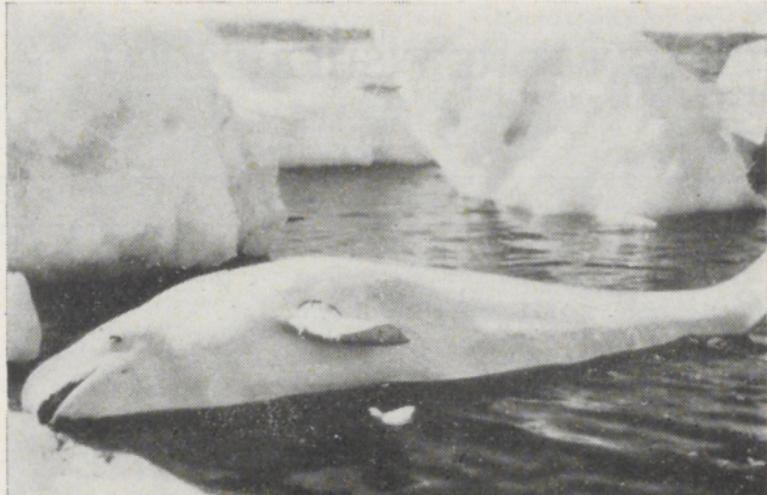
was now adopting a very friendly attitude towards the Churchill route and he was of the opinion that before long the rates would be on an equitable basis with other Canadian ports.



THE EXCURSION

The annual excursion to Churchill sponsored by the Saskatchewan Government was again a success in 1950 and your executive has requested that it be continued again this year.

It would be well however if more young businessmen and farmers would take advantage of the excursion and visit Port Churchill. By seeing the Port facilities in operation we believe that they would realize more fully the value of a Western outlet to European markets and would become better acquainted with the immense possibilities of our great northland. The townsite at Churchill is now being improved, the town is growing, Industries are springing up, and banking facilities are available all of which speaks well for more effective development of the Hudson Bay Route. As the navigation season has been lengthened ten days at the beginning of the season the first ships will arrive July 26th instead of August 5th and the excursion train will be timed to meet the ships. Efforts are being made to have the season extended towards the end of October but whether or not we gain our objective in that respect it is well to bear in mind that even with the season as it is now the Railway and Port facilities are not being used to their full capacity.



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PUBLICITY

We have issued several pamphlets during the year which have been distributed widely not only in the Western provinces but also in the United States and Great Britain. British newspapers and other publications are publicizing the HUDSON BAY ROUTE and as a result your head office and the Western Export and Import Co. are receiving many inquiries about the possibilities of trade and export of farm products from Canada. We are confident that our overseas publicity is bringing good results. The assistance and support given in Canada by the radio, daily and weekly newspapers and other publications to our efforts, has been and is of great value to our movement and we are appreciative of their very friendly attitude There is evidence of a more respectful attitude toward the development of the HUDSON BAY ROUTE in the Eastern press also. The opposition seems to realize that after all ours is a National project and must be regarded as such.

THE CANADIAN CHAMBER OF COMMERCE

Our Association was well represented at The 1950 Annual Convention of the Canadian Chamber of Commerce held at Banff, Alberta, by the Vice-President, Mr. S. N. MacEachern and Mr. J. S. Woodward, member of our executive. Through their efforts the Convention passed a resolution as follows,

WHEREAS the Hudson Bay Route has now been in operation for a period of over twenty years: and,

WHEREAS the additional aids to navigation installed in the past ten years have greatly lessened the few remaining risks:

THEREFORE be it resolved to the many organizations which have requested the Federal Government to use its



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influence to have the season of navigation extended for as long a period of time as Ice conditions will permit.

Our representatives had the opportunity to bring the Hudson Bay project before the most important organization of Canadian Businessmen and as a result we received nation wide publicity.



INTERNATIONAL FAIR AT TORONTO

Your organization was ably represented by Director F. T. Appleby and Mr. Barry Hulth at the International Industrial Trade Fair held in Toronto May 29th-June 9th.

Our representatives presented valuable reports of their visit to Toronto to the Executive Business Organizations from nearly all parts of the World were there to display their goods, these are the people who are anxious to get into the Canadian Markets, many of them are aware of the need to develop a two-way trade as the Countries which they represent import Agricultural Products. Very few knew anything about the Hudson Bay Route and the extent of the purchasing requirements of the Western Farmers.

Their established Agents were nearly all in Ontario and Quebec. Our representatives, however, were successful in obtaining several exclusive agencies for the Western Export and Import Company.

It is without doubt necessary that our Organization be represented Annually at the Trade Fair and a resolution on this question will be placed before the Convention at which time Mr. Appleby will more fully outline his observations.



RAILWAY EXTENSIONS

YOUR Executive has continued its efforts to interest the Governments and Railways in the development of our great Northland. The result of our submission to the royal commission on transportation in 1949 is not known as the commission has not as yet tabled its findings. The need for extension of Railways and other transportation services is brought to our attention from time to time. The following is a summary of Railway requirements in the North,

1. Frenchman's Butte to Hindsburg, Alberta, 40 miles.
2. St. Walburg, Loon Lake, Beaver River Crossing 100 miles.
3. Meadow Lake through Makwa and Lac La Biche.
4. Saskatoon, Balgennis, North Battleford, bridging the Saskatchewan River, a distance of 30 miles.
5. Paddockwood to Lac La Ronge, 121 miles.
6. Big River to Fort Black, 150 miles.
7. Carrot River, Arborfield Via Cumberland to The Pas, 140 miles.

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on the Hudson Bay Railway which would shorten the distance from Winnipeg to Churchill by 200 miles. We would like to hear more about required extensions in the Province of Manitoba and a more active participation in the work of the Association by organized business, agriculture and the Government would be welcome.

PROSPECTS FOR 1951

Your executive is of the opinion that prospects to further advance of our programme of development of the Hudson Bay Route is very bright indeed. Buyers of Canadian Wheat abroad and the producers in Canada is now more fully acquainted with the savings that can be effected by using our Western Transport Route. If trade inquiries received at the Offices of the Trade Services Director, the Western Export and Import Company and our own Office in Saskatoon is any guide to further Imports we can surely expect a substantial increase over previous years. We believe that the Association has fully demonstrated its effectiveness in bringing about the present recognition of the importance of the Hudson Bay Route project and we hope for continued and increased support from the Western People and Governments.

IN CONCLUSION

We desire to again express our appreciation to the Radio and Press for their splendid support throughout the year, the Federal and Provincial Governments, our field service personnel and Staff has been of great value and to one and all we express our thanks for work well done

RESPECTFULLY SUBMITTED,

MR. W. G. STREETON,
MR. S. N. MacEACHERN,
MR. J. S. WOODWARD,
MR. FRANK ELIASON.

The report was discussed at some length and questions were answered satisfactorily.

Knox-Bobier:

That the Executive report be adopted.

(Carried).

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Delegation Report

R. H. MacNeill,

Report of the Delegation instructed to visit the Prime Minister and other Members of the Government at Ottawa. To the Executive of the Hudson Bay Route Association.
Gentlemen:

Your delegation begs to report as follows:

1. In accordance with the resolutions passed by the executive the membership of the delegation was composed of the following: Messrs. W. G. Streeton, President; R. H. MacNeill, Director; J. S. Woodward, Director; W. J. Hansen, of Regina, was asked to accompany the delegation to Ottawa in an advisory capacity.
2. In accordance with previous arrangements, your Saskatchewan delegates proceeded to Winnipeg where Mr. MacNeill joined the group as well as Mr. Hansen.
3. According to plan your delegates decided to spend two days in Winnipeg for the purpose of calling upon the Premier of Manitoba and the Canadian Wheat Board. Both of these purposes were fulfilled and proved the value of the arrangements previously made. Mr. Campbell, the Premier, was most cordial in his reception of your delegation. He expressed his complete sympathy with the objectives of the Hudson Bay Route Association and indicated that his Government would be agreeable to giving the Association financial support. Mr. Campbell also indicated that he would, if his technical advisors agreed, be willing to pass the necessary orders in Council, to enable property at Churchill now held under Lease to be made available for purchase. A further discussion with officials of the Manitoba Government subsequent to the call upon the Premier confirmed the fact that the Officials themselves were in favor of this move. It is now an accomplished fact, for which credit can certainly be given to the efforts of your delegation.
4. Your delegation next called upon Mr. McIvor and other members of the Canadian Wheat Board. Here, again, a most cordial reception was given them. Your delegates stressed the need for increased exports Via Churchill and a thorough discussion of the problems involved ensued. Suffice it to say that the 1950 Season witnessed the largest number of ships taking grain out of Churchill in the history of the Port: and, in addition shipments made to more countries than had ever taken Canadian Wheat Via the Hudson Bay. Your delegates are most appreciative of the reception given them by Mr. McIvor and his associates and feel that their representations bore excellent fruit.
5. Before leaving Winnipeg your delegates forwarded to the Prime Minister and the Right Hon. J. G. Gardiner, copies of the submission it was proposed to present to those gentlemen. It proved that this was a most valuable

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move as when the time came for your delegation to meet the members of the Cabinet it was found that they had read the briefs and were well up in the proposals which your delegation planned to put forward.

6. During the trip by train to Ottawa the general plans for getting the greatest possible publicity for the delegation and other necessary details were thoroughly canvassed. Consequently on arrival little time was lost in carrying these plans into effect. Right Hon. J. G. Gardiner had already undertaken to introduce the delegation to the Prime Minister and as soon as circumstances permitted this was done. In addition contacts had already been made with Mr. Nicholson, former Timber controller, with a view to establishing whether a substantial amount of Saskatchewan Spruce could be sent through Churchill in the 1950 Season. Despite a great deal of hard work by your delegation, Mr. Nicholson and Mr. Hansen, it was ultimately found that the C.N.R. would not reduce freight rates to a point where this business could be carried through.
7. Your delegation was most courteously received by the Prime Minister who had with him Hon. Lionel Chevrier and Mr. Gardiner who introduced us. We had expected a ten or fifteen minute interview, knowing that as the house was in session the Ministers were busy. We were given at least an hour and were pleased the Prime Minister and Mr. Chevrier had not only read the briefs but were thoroughly sympathetic to our objectives. A most valuable discussion took place not only concerning the use of Churchill but also the development of the North Country generally. It is not, we think, betraying confidences, when we report that the Prime Minister feels that private enterprise should be encouraged to do all possible to open up the whole area tributary to Churchill and that the Government will look most sympathetically upon all or any requests to provide such facilities as are needed to make the fullest possible use to the port consequent upon these developments. Mr. Chevrier asked a number of questions bearing upon the technical requests we had made and in general the whole atmosphere of the meeting was of a most cordial and encouraging nature.
8. Subsequent to our meeting with the Prime Minister and Mr. Chevrier your delegation had arranged a press conference with members of the Parliamentary Press Gallery. This was a most valuable undertaking. As a result the Hudson Bay Route received more valuable publicity across Canada than the Association or its predecessor has ever received. British papers as well as Canadian featured our brief and reported the interviews and the statements made at the Conference.
9. During the period of the stay of your delegation in Ottawa Mr. Hansen called on representatives of Foreign

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Governments resident in Ottawa and largely, we feel, as a result of his efforts, substantial quantities of wheat were moved through Churchill to the Countries concerned.

10. During the visit of your delegation to Ottawa occasion was taken to contact members of Parliament of all political parties. The Non-Political aspects of this Association were stressed and the objectives before the Association were emphasized. Liberal Members from Saskatchewan entertained your delegates at Lunch and a further opportunity was given to stress the objectives of the Association.
11. Your delegates finally wish to report that they feel that they did a most valuable work for the Association, certain results are already apparent and more may well be expected. The work of the delegation goes to show the value of personal contact in places where it is most useful and suggests that the maintenance of these contacts should not be overlooked.

All of which is respectfully submitted.

PRESIDENT, MR. W. G. STREETON.
DIRECTORS, MR. R. H. MacNEILL.
DIRECTORS, MR. J. S. WOODWARD.

McIntosh-Richford.

That the report of the delegation to Ottawa be approved.

(Carried).

President named:

Mr. R. H. MacNeill
Mr. W. A. Richford
Mr. Thos. Bobier

as nomination committee and

Mr. J. G. Knox
Mr. Geo. Urwin
Mr. F. T. Appleby

as resolutions committee.

The Convention adjourned at 12 noon to reconvene at 1:30 p.m.



AFTERNOON SESSION

The President called the Convention to order at 1:30 p.m. and introduced Premier Douglas Campbell of Manitoba.

The premier said: "It is my purpose, simply, in being here to express to the Association, assembled in conven-

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tion the appreciation of the government that you are continuing the work for which the organization was formed and to congratulate you on the future." Both he and the government were prepared to work very closely with the H.B.R.A. Trade was vitally important to the province, especially trade relations with other countries. The premier said: "A maximum effort should be made to utilize this railway to the greatest extent, as a means of forwarding western farm produce to world markets bringing in supplies from Europe and improving export facilities for the rapid expansion of mineral industries of the north."

Premier Campbell realized the great potentialities for the future in the north's mineral field, fur field and forest (including possible agricultural expansion) which were affected by transportation.

Premier Campbell pointed out: "In addition to all this, we cannot help but be aware of the part that the Hudson Bay Railway may be called upon to play in the military field if international tensions do not take the turn that we all hope they will in the near future."

Premier Campbell recalled his first address in the legislature in June 1923, and read quotations of his remarks urging completion of the Hudson Bay Railway as an alternative and competitive route to Great Lakes grain shipments, and extract from the Manitoba brief to the Royal Commission on Transportation in 1949, stressing, "In regard to the Hudson Bay Railway our concern is with the provision of transportation facilities in the newer areas in northern Manitoba where present transportation facilities are inadequate, and with the use of the railway for moving of western grain and world imports."

At the conclusion of the premier's address, the President extended thanks and appreciation for his splendid and inspiring remarks.

Mr. Campbell was accompanied by the following M.L.A.'s: Frank Chester, Winnipeg North; Len Shuttleworth, Hamiota; Rav Mitchell, Gilbert Plains and F. L. Jobin, The Pas' member, whom he credited with arranging the visit, despite legislative session.

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Officers and delegates of the Hudson Bay Route Association on the occasion of the first convention ever held in Manitoba, at The Pas—
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Resolutions

Knox-McIntosh:

1. WHEREAS it is generally conceded that the Port of Churchill facilities can now adequately handle 25,000,000 bushels of wheat in one shipping season, and,

WHEREAS it is desirable that as much as possible of the Grain grown in the preferential Rate area be shipped Via Churchill,

THEREFORE be it resolved that the Wheat Board be urged to ship 25 Million bushels of wheat from the preferential rate area in 1951 providing that amount of saleable wheat is available, and further, that the facilities at Port of Churchill be extended in time to handle all of the Wheat grown in the preferential rate area which is at present estimated to be on the average 65 Million bushels Annually.

(Carried).

Appleby-Caskey:

2. WHEREAS it is desirable that all organizations interested in the development of the North and particularly the Port of Churchill be given an opportunity to take part in such development, and

WHEREAS the only Railway servicing Churchill is the Canadian National,

THEREFORE be it resolved that the Association petition the proper authorities to give the Canadian Pacific Railway running rights over the Hudson Bay Railway.

(Carried).

Knox-Richford:

3. WHEREAS it is desirable that Provincial Governments provide a representative and exhibit to adequately



ons as Passed

advertise and display particularly agricultural products at the International Trade Fair at Toronto and,

WHEREAS the Saskatchewan Government this year has made arrangements for such display,

THEREFORE this Convention urgently request the Government to grant space in their booth at the Industrial Fair in Toronto for display and distribution of literature for the Hudson Bay Route Association.

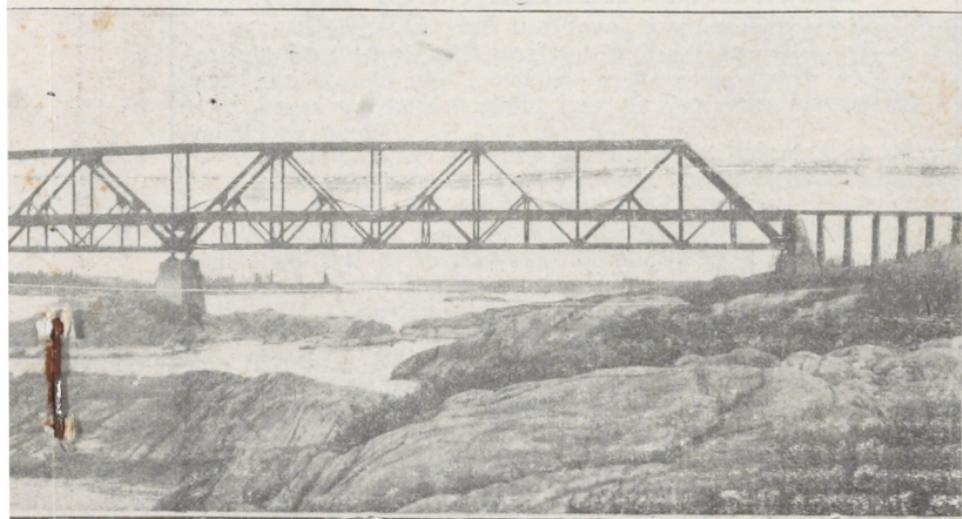
(Carried).

Urbin-Cooper:

WHEREAS in the National Canadian interest public opinion demands immediate increased progressive development of our North Eastern Arctic territory—West and North and East of the tidewater Port of Churchill covering the area which lies North of the 58th parallel of latitude and East of the 105th parallel of longitude, both from a military and commercial viewpoint:

THEREFORE be it resolved that the Hudson Bay Route Association at its Eighth Annual Convention at The Pas, Manitoba, during February, 1951, urge upon the Dominion Government the prompt necessity to create a new Federal Constituency upon a territorial basis similar to that of the Yukon Constituency, to be represented in the Canadian Parliament by a member elected in the said newly created Constituency called the "North Eastern Arctic" territory, with the Port of Churchill as its capital and main centre of activity.

Such action by the Dominion Government is deemed urgently essential in view of the fact that owing to the



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unusual extensive territory comprising the Federal Churchill Constituency adjoining the North Eastern Arctic territory to the South, that its member of Parliament even though assisted by Dominion Government North West Territories Agencies located at Ottawa, cannot possibly give adequate attention to the pressing need for resident observations and considered recommendations toward the much desired enlarged development of military, shipping and Natural Resources expansion throughout this North Eastern Arctic area.

(Tabled)

Knox-McIntosh:

5. WHEREAS the Hudson Bay Route Association is financed by voluntary Grants and membership Fees, and,

WHEREAS the Saskatchewan Government and business and farm organizations in that Province has been mainly responsible for the financial maintenance of the Association since 1944,

AND WHEREAS the Hudson Bay Railway is situated in the Province of Manitoba which Province would benefit to a large extent by the development of the Hudson Bay Route to its fullest practical use.

THEREFORE be it resolved that this Convention instruct the Executive to bring the financial needs of this Association to the attention of the Manitoba Government and request that a substantial Grant be provided to assist in furthering its development programme.

(Carried).

Knox-Mirka:

6. WHEREAS for the first time in history 20 ships entered the Churchill Harbor in 1950 to load wheat for shipment abroad and 6,700,500 bushels of wheat was moved to overseas markets without any serious delay caused by ice conditions, and,

WHEREAS, a sizeable quantity of imports in excess of any previous year was brought to Churchill and distributed in an efficient manner, and,

WHEREAS, the decided improvement in the development referred to is without doubt due to co-operate efforts of the Federal Department of Trade and Commerce, the trade services of the Saskatchewan Government and their overseas Agent, the management of Port Churchill and the Terminal Elevator Staff, the management of the Hudson Bay Railway and the Canadian Wheat Board,

THEREFORE this Convention desire to express its appreciation to the various agencies referred to for work well done, and further, that the Federal Minister of Transport be advised in this matter and requested to provide the necessary aids to navigation and improvement in Port facilities to make possible the fullest practical use of the

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(Carried).

Knox-MacNeill:

7. RESOLVED, that the Secretary write the Canadian Wheat Board, expressing appreciation for,

- (a) the increase in shipment of wheat through Churchill in 1950,
- (b) securing sales of World Wheat through Churchill in 1950,
- (c) and request that the board plan for a substantial increase of shipments during the 1951 season.

(Carried).

Knox-Richford:

8. RESOLVED, that the Executive make urgent and continuous representations to the Department of Trade and Commerce and the Canadian Wheat Board to retain Wheat Grades No. 1 - 4 in Country Elevators tributary to Churchill to ensure that the Elevator be filled by July 1st, with saleable Wheat for the Overseas Market, and further to if possible plan for the movement of lower grade Wheat to domestic and Overseas Markets via Port Churchill.

(Carried).

Knox-MacNeill:

9. RESOLVED, that in the opinion of this Convention the following are minimum requirements which will make possible the fullest practical use of Port Churchill and the Hudson Bay Route:

- (1) The use of Ice Breakers, Aerial Survey and direction to ships and a Salvage Tug for Churchill.
- (2) That the extension of the season be based upon the records as sent in by the Government Boat, Radio Stations, etc., in the Straits,
- (3) That Churchill be made Port of Entry and provision be made for adequate Office and Warehouse requirements. That Customs duties collected by credited to the Port, and that whatever is required to clear Immigrants be provided in order that Immigrants entry to Western Canada through Port Churchill be made possible.

(Carried).

Knox-Cooper:

10. WHEREAS, in order to facilitate Industrial expansion in the Town of Churchill and the territory adjacent to it Tourist Traffic must be encouraged,

RESOLVED. That we urge upon the responsible authorities to improve the Townsite, restore and repair Fort Prince of Wales and to by all means available make known Sports and other attractions to Tourists in the Churchill area.

Mr. Hansen: That this resolution be tabled.

11. WHEREAS during the past four years all efforts by this Association to retain the market for Saskatchewan

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Lumber Overseas has been frustrated by various rules and regulations for which the Railways are responsible,

AND WHEREAS the latest and most formidable obstruction last year was the upward imposition on Freight Rates on Lumber which made export via Port Churchill impossible,

THEREFORE this Convention deplore the attitude of the Railways in this matter and urgently request a revision of their policy so as to encourage Overseas shipments of Western Lumber and thus assist in building up a two-way trade with our customers on the European Continent.

(Tabled)

Knox-MacNeill:

12. WHEREAS, the necessity for Electrical energy is becoming more apparent in Manitoba, particularly as this affects the North, and the development of Mineral properties,

THEREFORE BE IT RESOLVED that this Annual Convention of the Hudson Bay Route Association call upon the Government of Manitoba to take immediate steps leading to the development of Electrical energy of the Northern areas.

(Carried).

Knox-Richford:

13. RESOLVED that we request the Canadian Wheat Board to ship lower grade grain through Churchill to North America and Overseas Port in 1951.

(Carried).

Knox-Cooper:

14. WHEREAS sales of wheat to Britain total only 2,776,800 bushels as compared with over 5,200,000 in 1949, a reduction of approximately 50%.

BE IT RESOLVED that this Convention urge the Canadian Wheat Board, Department of Trade and Commerce and Mr. Graham Spry, Agent General for Saskatchewan in London, to make every effort to increase the sales of Wheat to Britain in 1951.

(Carried).

Knox-Richford:

15. Resolution introduced by the Reeceville and District Board of Trade.

WHEREAS, thousands of farmers are unable to deliver grain to local elevators because of embargos and full elevators and,

WHEREAS, millions of bushels now in Farmers' granaries are in danger of spoiling with the advent of warmer weather, and,

WHEREAS, the elevator at Churchill, with a capacity of 2,500,000 bushels and a drier with a capacity of 20,000 per day is not now in operation,

BE IT RESOLVED that this convention request the immediate staffing of the elevator with a crew sufficient to receive grain and to operate the grain drier, and that

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shipment of grain to Churchill be commenced to relieve the congestion at the earliest possible date.

(Carried).

Knox-Mirka:

Western Export and Import Co.

16. WHEREAS this Association for several years has been working for the establishment of an Agency to promote two-way Trade via Port of Churchill and as a result the Western Export and Import Company now has been established to perform this service,

BE IT RESOLVED, that this convention pledge its help and support to the Western Export and Import Company, Limited and assist in their work to promote increased trade with Europe via the Hudson Bay Route.

(Carried).

Urwin-Knox:

17. WHEREAS, the only means now available to Great Britain to obtain dollars for the purchase of our agricultural surplus is by the sale of British manufactured goods and inasmuch as it is necessary for Canada to retain its best customers by a policy of "Buying from those who buy from us" and,

WHEREAS, the re-imposition of dumping duties is a definite handicap to the above mentioned policy,

BE IT RESOLVED, that this meeting vigorously protest the re-imposition of dumping duties being applied to British Goods entering Canada and,

BE IT RESOLVED, that we earnestly request that the proposed dumping duties on British Cars effective this May, be not imposed.

(Carried).

Knox-Bobier:

18. That this Convention express its deepest appreciation to The Pas Board of Trade, the Town of The Pas the Local Press, the Flin Flon Radio and the citizens in general for the splendid accommodations, the excellent entertainment and banquets provided, for representatives in attendance at this the Eighth Annual Convention of the Hudson Bay Route Association.

(Carried Unanimously).

Decide Place of Next Convention: It was decided that the next convention of the Hudson Bay Route would be held at North Battleford, Saskatchewan.

Convention adjourned at 6 p.m.

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THE HUDSON BAY ROUTE IS SAFE FOR NAVIGATION

Regardless of the fact that the safety of the Hudson Bay Route has been established the Eastern Press occasionally refer to navigation hazards in the Hudson Bay and Straits. The Hudson Bay Route Association must therefore continue to furnish proof of the safety of the Route and herewith is reproduced letters and statements by experienced navigators which we believe will further support our contention that our Western Transportation Route is as safe as any other Route on the North American continent.

Quebec City,

October 25th, 1923.

Captain Joseph Bernier's Sworn Testimony, given before the Royal Grain Commission, sitting in Quebec City, October 25, 1923. Chairman, Justice W. F. A. Turgeon.

"I have been a navigator since the year 1869 and during that time have mastered 107 ships. I have navigated the waters of the St. Lawrence, Hudson Bay and Strait and the Arctic.

"I claim that with suitable ships navigation the year round is feasible on the St. Lawrence up to Quebec. Hudson Bay and Strait through which I have sailed was safe for navigation from four to six months. I know the Hudson Bay Company have built ships specially for that Route and have never had any trouble. Present ships could be equipped for Hudson Bay service without much expense. Hudson Bay never freezes over but shore ice accumulates in the centre in the summer. Hudson Straits are different for there you encounter odd icebergs. Up to November 15th of each year grain vessels could sail out of the Bay with safety.

"Not before July could the summer traffic begin, though the Hudson Bay Company's boats went in sometimes by June 1st. A specially built boat could operate later than November 15th for the carrying of grain. Through August September, October and up to November 15th, I regard Hudson Bay navigation as safe as the St. Lawrence route. I think 10,000 ton vessels drawing 24 to 28 feet would be the best type. I think about ten per cent would be the cost of fitting up vessels for the Hudson Bay Route over that of the St. Lawrence Route."

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Letter received by Mr. W. J. Hansen, Director of
Freight Services, Regina, Sask.

S.S. Alcyone Fortune
Port Churchill, Man., Can.
September 19, 1949.

Dear Mr. Hansen:

This letter is in reply to your verbal request of last August for a statement from me on the Hudson Bay Route.

As you know, my ship, the "Alcyone Fortune", was the first vessel to arrive in Churchill in the 1949 season, arriving there on the morning of August 8. We came from Botwood, Newfoundland, with an aircraft hangar for the R.C.A.F. at Churchill. On arrival, this was unloaded, and we then loaded 351,000 bushels of wheat and sailed for the United Kingdom on August 16, arriving in Leith, Scotland, on August 29.

There we discharged our cargo, loaded a cargo of automobiles, linoleum, liquor and mixed goods (most of it for Regina) and returned to Churchill for a second voyage, leaving Leith on September 7 and arriving in Churchill on September 19 to load with wheat again for the United Kingdom.

I should like to go on record as stating that the passage from the U.K. to Churchill is every bit as safe as the voyage from Britain to Montreal or any other St. Lawrence port.

Perhaps indeed it is safer. The weather on the northern route is not any worse than that encountered on the way to the St. Lawrence. While some fog will be met, it usually clears within an hour or so and consists only of patches. It is certainly no worse than the fog often encountered off the Newfoundland banks.

Regarding the hazard of icebergs, it is unusual to meet bergs east of the 60th parallel, and those bergs met in the Hudson Strait are usually met between the eastern end of the strait and Prince of Wales Island, about half way up. If a ship is radar-equipped, as is the "Alcyone Fortune," these bergs can be easily spotted at night or in fog. Should a ship not have radar, it would have to slow down in fog if icebergs are in the area.

I should like to point out, however, that a gyrocompass is absolutely essential to any ship on the Churchill run, because of magnetic disturbances in the area and because of the corrections that must be made continually on a magnetic compass course. As you know, insurance rates to the Bay are based on ships fitted with a gyro.

The passage from England to Churchill is quite simple. After leaving the U.K. a course is set for a point about 60 miles south of the southernmost tip of Greenland. When this is reached, a new course is set for Resolution Island at the eastern end of Hudson Strait. From there, a third course is set for Prince of Wales Island, then for Nottingham Island,

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Convention to the North

then straight across the Bay for Churchill.

Lights and wireless stations in the strait, plus reports from the ice-breaker N.B. McLean, make it possible for a master to plot his position reasonably accurately at any time, and also be forewarned of the presence of ice or of bad weather.

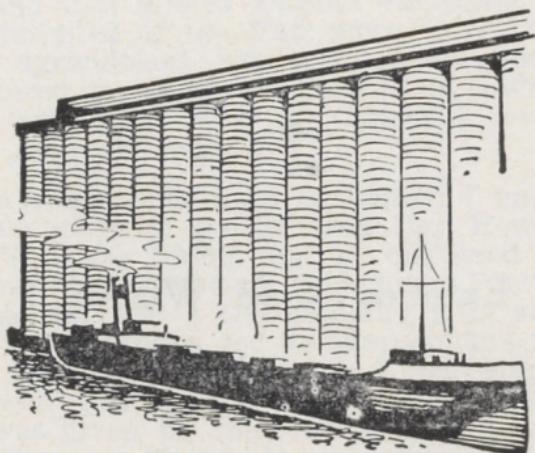
Regarding the length of the season. As you may know, on our first trip to Churchill we lay off Cape Chidley at the eastern end of the strait for 2½ days because our insurance would not allow us to enter the strait before 0001 hours on August 5. The weather during these two days perfect—calm sea and unlimited visibility. The N.B. McLean said we could proceed any time, but because of insurance regulations we could not.

In my opinion the present season could be extended a week at both ends—before August 5 and after October 10. If there were any danger from ice or bad weather, entering the straits or leaving Churchill could be left to the discretion and advice of the N.B. McLean.

If the season were thus extended, I see no reason why a chartered ship could not make three trips to Churchill in a season, instead of being limited to two, as at present, under existing conditions.

I trust this information may be of some value to you in your efforts to develop Churchill as a Canadian port and I am glad to have been of this small assistance to you.

Yours faithfully,
T. BOWEN-REES,
Master.



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Address by Barry Hulth:

Subject: The Aims and Objectives of the Western Export and Import Company.

Mr. Chairman, Honored Guests, Ladies and Gentlemen:

I am very thankful for this opportunity to address this convention. Most of you have undoubtedly heard of the Western Export-Import Company, but I would like to take this opportunity to bring you up to date about this organization, and briefly outline the aims and objectives of this newly formed company.

After I graduated from University of Saskatchewan in 1950, having specialized in international trade and merchandizing, I contacted Mr. Eliason, the secretary of the Hudson Bay Route Association and told him of my plans. Mr. Eliason told me that the Hudson Bay Route Association had for some time been trying to induce some commercial enterprise to enter this field. It was felt, that the Hudson Bay Route would not be used to full extent until some agency was set up in the West to bring in goods over the Northern seaway and in a business-like fashion induce the businessmen out here to use the Port of Churchill, thus allocating incoming cargo for the ships coming into Churchill for wheat. To further exploit the possibilities of an export-import agency here in Western Canada, I was sent as a joint representative from the HBRA and the Farmers Union to the International Trade Fair in Toronto. With the help of Mr. Hansen, Director for the Government Trade and Marketing Services in Regina, Mr. Mirka from the Farmers Union and Mr. Appleby, your representative to the Trade Fair, I tried to find out what practical ways and methods could be found to carry out two-way trade with Europe over the Northern seaway.

I found that almost without exception all the countries represented at the Fair were more than willing to buy our agricultural products, if we would buy their manufactured goods. When shown the savings to be had shipping over the Port of Churchill, everybody was eager to use this route.

When I came back to Saskatoon I gave my report to the executives of the Hudson Bay Route Association and the Farmers Union, and we discussed the best way of bringing about two-way trade over Port of Churchill. It was decided that a free-standing joint stock company with limited liabilities for its shareholders was the most suitable media, and the Western Export-Import Company Limited was formed and registered. Full approval and support was given by the Hudson Bay Route Association and the Farmers Union. It was stipulated that one dir-

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ector from the SFR and one from HBRA at all times should be on the Board of Directors of the Company in an advisory and controlling capacity.

The aim of this company is to promote two-way trade over the Port of Churchill with the Sterling Area. The company has at present over 40 agencies for British goods and hopes to expand. By working as a Western representative for overseas shipping firms, contacting our Western businessmen and inducing them to let us arrange their shipments over the Port of Churchill, I feel that the Western Export Import Company can greatly help in the development of the Northern seaway. I am quite aware that we are going to run into opposition from the East and interests here in the West, that have reasons to oppose the development of the Northern seaway.

What is the difference between this company called the Western Export Import Company and any other commercial enterprise? The first is that this company is not controlled by one or a group of people, out to make money for themselves. The present Board of Directors consists of four young men equipped with considerable practical business experience and as good theoretical business knowledge as can be secured here in the West.

I am convinced that if we all, the Governments of the three Western Provinces, the Farmers Union, the Co-operatives and last but not least the HBRA, get together and support this project, the Western Export Import Company is bound to succeed.

RESOLUTION

During the discussion which followed Mr. Hulth answered questions and further outlined the aims of the Company.

Knox-Mirka:

WHEREAS, this Association for several years has been working for the establishment of an Agency to promote two-way trade via the Port of Churchill and as a result the Western Export and Import Company now has been established to perform this service,

BE IT RESOLVED, that this Convention pledge its help and support to the Western Export and Import Co. Ltd., an assist in their work to promote increased trade with Europe via the Hudson Bay Route.

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LOG BOOM

ADDRESS BY:—

Major McLaughlin

President of the Hudson Bay Railway

Major McLaughlin said, "It is a pleasure for me to welcome the Hudson Bay Route Association to The Pas for your Annual Convention, and I hope your meeting will be a success. Having for the past 25 years been the responsible officer in charge of the Construction and Operation of the Hudson Bay Railway I naturally have a very personal interest in the success of this Railway and Port."

He stressed: "In my opinion, in order to make a complete success of the Hudson Bay Route, what is required is a larger volume of grain traffic than has yet been handled in any one season, and that you people should press for a full elevator before the opening of navigation each year. This provides a backlog so that if ships get bunched their cargos are available."

Unusual problems arising from maintenance of the line he mentioned as a result of practically all loaded traffic being northbound, which drives rails and track structure with the traffic. "Only known cure for a condition of this kind (tight joints which allow no room for expansion) is to drive the steel back to place and apply thousands of rail anchors each year in order to stabilize the track." Permanent frost, he said, surprisingly provided the best section of roadbed, as long as insulating tundra was not removed, and if surface water was drained away.

Greater volume of return cargo would reduce costs of handling because this would justify keeping a proper staff at the port during the season, instead of recruiting inexperienced men each time a cargo arrived at Churchill, and bringing key men from the Lakehead for unloading, he said.



ADDRESS BY:—

W. J. Hansen

Director of Trade Services

Mr. Hansen said: "We of Saskatchewan are very glad to associate ourselves with the province and government of Manitoba in the development of the Hudson Bay Route. In the past two years our governments in Manitoba and Saskatchewan have indicated in practical fashion their interest in the development of the Hudson Bay Route."

Thirty per cent of the Montreal-Regina inland freight cost can be saved by use of the Hudson Bay Route on



As the southern terminus of the Hudson Bay Railway, The Pas feels honored in being chosen as the site for the 1951 convention of the Hudson Bay Route Association.

We know that the Association has been of great value in the past in keeping before the public the many advantages of the route.

We feel that it will be of even more value in the future.

H. F. BICKLE,
Mayor.

COUNCILLORS

E. T. Keddie	Dr. J. H. G. Harwood
L. Charbonneau	F. Parker
H. Shklov	H. L. Trager

imports from the United Kingdom destined for Regina, Saskatchewan.

Inland freight savings by Saskatchewan business firms ranged from 2.0% to 35.0% of the factory cost on goods imported from the United Kingdom via the Hudson Bay Route in the 1950 shipping season. Total import cargo, via the Hudson Bay Route, was estimated at \$1,300,000.00.

In total number of ocean-going vessels, number of inward cargo sailings, number of shippers, and the voluntary return voyages per ship made in the season, number of types and variety of import cargo, the performance in 1950 exceeded all other years since the port was opened in 1931.

The volume and value of United Kingdom goods imported into Saskatchewan via the Bay Route, however, represent only a small percentage of total "direct imports" into Saskatchewan from countries of origin.

While imports (and exports) via Churchill and the Hudson Bay Route were, in 1950, at the highest level in the history of the Port, the opinion is expressed that the physical volume handled could be quadrupled without seriously taxing the present capacity of the Port and the Hudson Bay Railway.

Being largely dependents upon "Saskatchewan" for freight traffic, the prospects for increased volume of imports via the Bay Route are directly related to the volume of "direct imports" from countries of origin to points of destination in Saskatchewan, over which Saskatchewan business firms can have control as far as routing instructions are concerned.

The savings in transportation costs to be effected via the Hudson Bay Route are positive and substantial, as shown for some selected products. The breakdown of costs shown will be of interest to the prospective importer and students of Commerce and International Trade.

Extension of the current season of navigation, while important, is primarily dependent upon Saskatchewan business firms and their capacity to increase inward cargo traffic to the present rail and harbour capacity of the present season of navigation, July 26th to October 10th.

Requests for information and assistance regarding the use of the Hudson Bay Route—Ocean Freight Rates, Marine Insurance, Sailing Dates, Inland Freight Rates, and other inquiries, by business men in Saskatchewan will be welcomed and freely supplied by the Director, Trade and Marketing Services, 307 Legislative Building, Regina.



Some Historical Facts . . .

The Hudson Bay Route is one of the oldest used sealanes in the world. Between 1354 and 1362, a Norwegian Knight, Paul Knutson and party, sailed into Hudson Bay, and journeyed along the inland waterways, into the heart of Minnesota. The finding of the Kensington, or "Runic Stone", if authentic, proves this journey. Along the trail of these early pathfinders, 14th century war weapons and fire steels have been picked up; and triangular holes have been found drilled in glacial boulders, a common 14th century device for mooring boats along the fjords of Norway.

Later, in 1498, John Cabot sailed into what is now called Hudson Strait, between Baffin Land and Labrador. In 1576, Martin Frobisher sailed across Davis Strait to Labrador.

But in 1610, Henry Hudson, that brave navigator, and explorer, really made history when he sailed through the strait, into Hudson Bay, in his little ship of 55 tons, "The Discovery", in quest of a northwest passage to India. He wintered on the south shore of James Bay and on setting out the following spring for further exploration, was cast adrift by his mutinous crew, never to be heard of again. But his name stands for all time in the Hudson's Bay and Hudson Strait.

Another explorer, Thomas Button, entered the Bay in 1612, and wintered at the mouth of the Nelson River (which he named after his mate who died there). Luke Foxe and Thomas James were sent by English promoters to explore the Bay for the northwest passage in 1631, and James wintered on Charlton Island (James Bay getting its name from this explorer).

Before this, Jens Munck, son of a Danish nobleman, sailed into the Bay in 1619, in two ships, and wintered at Churchill. Tragedy overtook the party, however, and by spring only Munck and two of his crew were left out of Munck's party of 59 souls. These three men were able to get their smaller ship afloat and leaving Churchill the end of June, finally reached Norway. Evidence of the Munck party wintering on the west bank of the Churchill River lay in the finding of a brass cannon, stamped with the Danish royal mark, in the tidal flats near the Hudson Bay trading post.

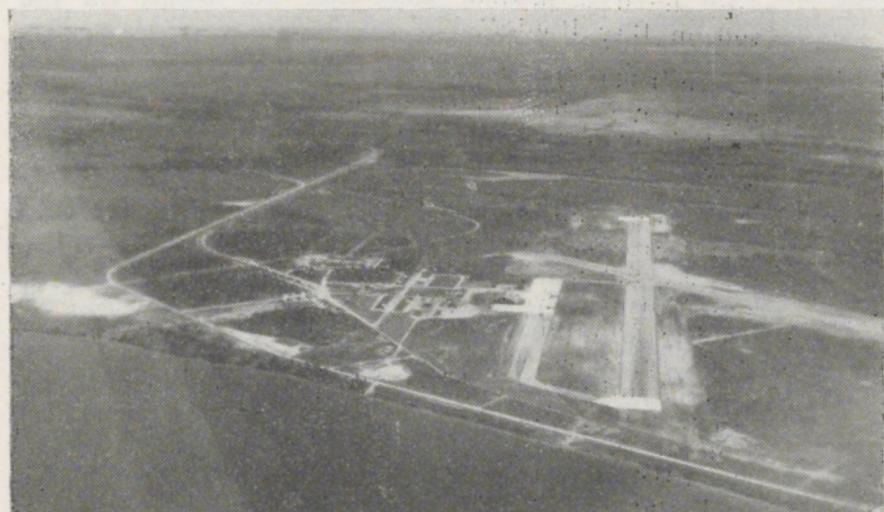
It is recorded that in the same year (1619) European whalers entered Hudson Bay and the whaling industry was carried on for many years with great profit.

The Hudson Bay Route became prominent with the opening up of the fur trade in the Canadian Northwest by

Radisson and Groseilliers, two French adventurers, who sold the possibilities of a lucrative fur trade around "the Bay of the North", to King Charles II of England. A full cargo of furs being carried to England over the Hudson Bay route in 1688, in the good ship "Nonsuch". The granting of a Royal Charter "to the Governor and Company of Adventurers of England Trading into Hudson's Bay" followed in 1670. Thenceforward for nearly 200 years, the chief factor in the development of the Hudson Bay Region was to be the Hudson's Bay Company. And during that time, of the 750 wooden vessels that were sent into Hudson Bay, only two were lost.

Nearly a century after Munck's ill-fated expedition, Captain J. Abrahams rediscovered the Churchill River, named in honor of Lord Churchill, later the Duke of Marlborough, who had been elected Governor of the Hudson's Bay Company. Abrahams returned to England and reported his discovery to the Hudson Bay Company. On February 8, 1699, the committee resolved "That the Churchill River be settled this year with a good ship, and a competent cargo for trade, and materials for white whale fishings". A record in the minutes of the H.B. Co. for December 18, 1689, shows receipt of 28 casks of white whale blubber oil.

Churchill trading post was not established however until 1718, when timber was obtained at great labor from a spot 12 miles up the river and a timber fort was erected. In 1731, it was decided to build a stone fort, to repel hostile attack, and a spot was chosen at Esquimo point, at the mouth of the Churchill River, and the foundations of Fort Prince of Wales was laid, June 3, 1732. The fort was to be 100 yards square, and its walls 42 feet thick. The first six cannon were mounted in 1734, and the total armament was 42 cannon. Fort Prince of Wales took 39 years to build and in 1782, on the very first appearance of an attacking



THE PAS AIRPORT

force (three French ships of the line), the fort capitulated. Samuel Hearne, the H.B. governor and his garrison of 39 men were totally unprepared for the assault of 400 French sailors under the daring La Perouse, and had to surrender. The guns were spiked and battered, and lay where they were left until quite recently.

In the year 1741, two small ships, the Furnace and Discovery, entered Churchill harbor on August 8th, and wintered at Sloop Cove, along the west bank of the river. Embedded in the rocks on the shore, several ring bolts still remain, to tell of boats and shipping once tied up here. Upon the smooth surface of the rock may still be seen the names "Furnace and Discovery, 1741" carved on the rock. The name "S1 Hearne July ye 1, 1767", can also be seen on the face of the rock, most likely carved by its owner, while he was mate of one of the sloops.

Samuel Hearne earned his name of explorer when he set out from Churchill in December, 1770, and journeyed as far as the mouth of the Coppermine River. Returning June 30, 1772. Matthew Cocking, a servant of the Hudson Bay Company set out from York fort on Hudson Bay in June, 1772, with a party of Assiniboine Indians, into the country around the Saskatchewan River; wintering with the Blackfeet Indians on the Bow River and returning to Hudson Bay June 18, 1773. Cocking afterwards, with Samuel Hearne, took charge of the Hudson Bay trading post at Cumberland.

Lord Selkirk opened up the West for settlement, when in 1811, he brought his first party of Scotch and Irish settlers over the Hudson Bay Route, and landed at York Factory on the west coast of Hudson Bay. After wintering on the bank of the Nelson River, the party proceeded, when the ice went out of the river, along the inland waterways, down Lake Winnipeg, and finally arriving at their destination, the Red River the following August. In this way, the first prairie settlers came into the West, via the Hudson Bay Route.

In 1880, the descendants of these hardy pioneers, looking to get their surplus farm products into the export market by the cheapest route; started the movement for a railway to be built to Hudson Bay.

After continual agitation by western business men and farm groups for a short export outlet from the mines, forests, fisheries and farms to the markets of Great Britain and Europe. And after the western lands had been sold by the Dominion Government to finance the Hudson Bay Railway, a survey was made in 1908 and 1909 out of The Pas, Manitoba, in the direction of Nelson and Churchill on Hudson Bay. In 1910 the contract was let for the construction of the bridge of the Saskatchewan River at The Pas. By 1918 the right-of-way had been cut through to Nelson, and the grade had been built, and steel laid as far as Kettle Rapids, 332 miles east of The Pas.

Due to war conditions, all construction work was sus-

pended in 1918, and a very limited service was maintained between The Pas and Pikwitonei at Mile 214. Not until 1926 was there any more work done on the Hudson Bay Railway, when the work of completion was resumed by the Dominion Government, and the whole mileage, which had got into very great disrepair, was rehabilitated. Finally in 1929, the Hudson Bay Railway reached tide-water at Port Churchill. The harbor and grain terminal being complete by 1931.

A trial shipment of wheat went out of Churchill in 1929, in one of the vessels of The Hudson's Bay Company, which proved quite successful.

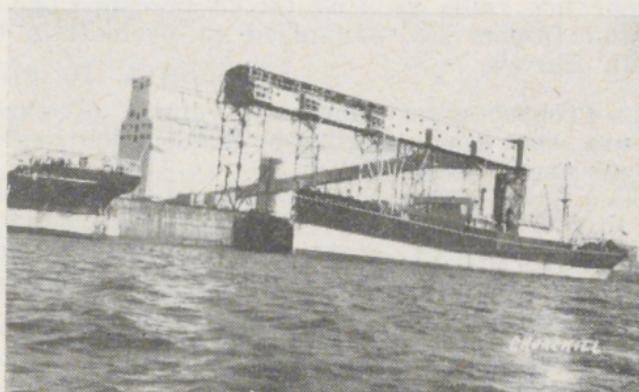
The Hudson Bay Route for overseas mercantile marine trade may be said to have been inaugurated in 1931 when the S.S. "Farnsworth" and S.S. "Warkworth", owned by R. S. Dagleish Ltd., Newcastle-on-Tyne, were loaded at Churchill with 277,000 and 267,769 bushels of wheat respectively. This shipment of grain was arranged by the Saskatchewan Wheat Pool.

Fifteen ships, chartered by the Wheat Pool, sailed out of Churchill in 1934 with 4,000,000 bushels of grain, 3,795 tons of flour and mill feed, 580 head of cattle, seven tons of honey, 2,400,000 board feet of lumber. And the same year, imports of general cargo amounted to 1,400 tons.

In 1935, eight grain ships cleared Churchill with 2,407,000 bushels of wheat and 686 tons of general cargo, 583 tons of window glass and 1,300 tons of coal were imported.

4,300,000 bushels of wheat went out of Churchill in 1936 in 14 ships, and 540 tons of general cargo, 788 tons of window glass, and 800 tons of coal were brought in over the Hudson Bay Route.

In 1937, 6,604,000 bushels of wheat was exported, and



CHURCHILL HARBOR

over 1,900 tons of general cargo imported.

1938 saw Saskatchewan wheat shipped out over the Hudson Bay Route that had been grown on Saskatchewan farms the same season, proving that the Bay Route is both practical and economical.

With the advent of the Second World War in 1939, Port Churchill was closed to commercial shipping by the British Government, and remained closed till 1945.

The "ON TO THE BAY" Association was reorganized in 1944 and took the name of "THE HUDSON BAY ROUTE" Association, and immediately began to campaign for the reopening of the Bay Route for commercial shipping and its fullest possible use as our western ocean outlet to the markets of Europe.

Our aggressive action began to bear fruit:

1946—We were enabled to get 3,000,000 bushels of wheat, and 2,000 tons of flour exported via Churchill, and the Bay Route.

1947—Saw 5,000,000 bushels of wheat and 5,000,000 board feet of lumber being shipped out by way of Port Churchill and a small volume of goods shipped in.

1948—Proved to be a banner year for wheat exports via the Bay Route, 5,314,342 bushels going out of Churchill in 15 ships, two of the ships making the return trip. Imports amounted to over 1,200 tons of general cargo, which included cars, trucks, engines, glass, hardware, chinaware, toys, linoleum, chemicals and curling rocks. One large western importer had a consignment of 30½ tons of general merchandise come in from England via The Hudson Bay Route.

1949—Wheat exports, 5,550,000 bushels; imports, 2,500 tons. Insurance reduced by 25 percent.

1950—Exports, 6,700,500 bushels of grain (20 ships from Overseas entered the Port). Season lengthened by ten days. Insurance rates reduced by 33 percent. The Western Export and Import Co. organized to promote a two way trade with Europe.

1951—Prospects for increased volume of exports and imports are very good judging by trade enquiries comming in from all parts of Europe.

Join the Hudson Bay Route Association

You can help us make the dream of a practical Hudson Bay Route come true by taking out a Membership in the Hudson Bay Route Association. Farmers' Membership Fees for Quarter

Section of Land	\$ 2.00
Business Houses	5.00

Affiliated Membership

Rural Municipalities	\$25.00
Cities (minimum)	25.00
Towns (minimum)	10.00
Villages	10.00
Local of the Saskatchewan Farmers' Union	5.00
Locals of Labor Unions	5.00
Labor Councils	10.00
Local Agricultural Societies	5.00

Co-operative Committees—

(Wheat Pool and Consumers)	10.00
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Boards of Trade—

Cities (minimum)	25.00
Towns and Villages	10.00

For information write to Mr. Frank Eliason, Secretary, Hudson Bay Route Association, 921 Avenue "F" N., Saskatoon, Saskatchewan.

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RADIO STATION CFAR BRINGS YOU HIGHLIGHT LISTENING

Sunday:

5:30—Hit Parade; Hudson's Bay Co.
6:00—News; Electric Shop.
6:15—Win, Place, Show; Rex Theatre.
6:30—Favourite Story; Co-Op.
7:00—Reflections; Union Supply Co.
7:15—Northern Nocturn; Northern Hardware.
7:30—Hardy Family; Ostry's Dept. Store.
9:25—Bouquet of Melody; Ormiston's.
9:10—Corinne Jordan; Paulin Chambers.
10:30—Showtime from Hollywood; Northland Theatre.

Monday, Wednesday, Friday:

7:00—Saddle Rockin' Rhythm; Ogden's.
7:15—Lionel Barrymore; Anderson's Electric,
Robertson's Plumbing, N. A. Lumber.

Tuesday:

7:00—Maisie; W. B. Hardware.
8:30—Canadian Cavalcade; Borden's.

Wednesday:

8:00—Guy Lombardo, Player's.
8:30—Boston Blackie; Canada Starch.
9:30—Flip the Hits; Hudson's Bay Co.

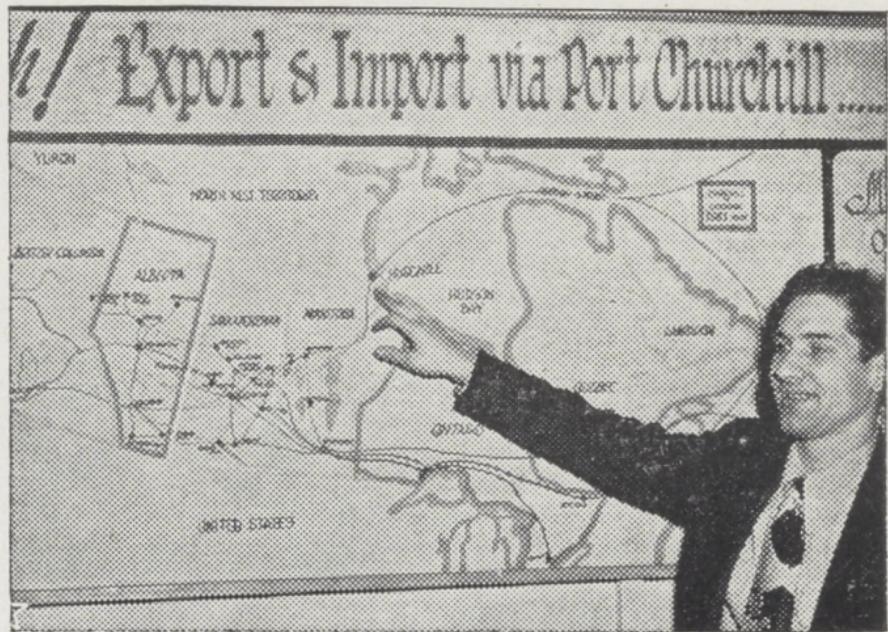
Thursday:

8:00—School Broadcast; H.B.M. & S.

Saturday:

8:05—Imperial-Esso N.H.L. Hockey Broadcast.

590 ON YOUR DIAL



John Galon, of the Western Export Import Company, points to Churchill, which brings seawater much nearer the prairies.

For years, farm and other groups have talked of an import, export organization and stress has been laid on the benefits accruing from imports via Churchill as well as from exporting by the short route to Europe, but it remained for four young University of Saskatchewan graduates to make it a reality and try out the scheme.

These four men were gripped with the idea of reciprocal trade with Europe, especially in view of the strong "Buy British" sentiment now prevailing.

Those who formed the company, which has the blessing of the Hudson Bay Route Association, and the Saskatchewan Farmers' Union are Barry Hulth, John Galon, Edward D. Silverman and Thomas B. Fisher.

They have obtained, they say, the agency for several British products and for some European companies and they plan to utilize the northern seaway to the maximum possible.

"We think there is a great future for a company such as ours," says Barry Hulth. "Certainly savings are possible on nearly all articles if brought in by Churchill and we believe an export-import company in the west can fill a long-needed place in western business life."

remained throughout the month of April, and
the same number was still held throughout all of May.

The 20th of May, the first meeting was again held
in the hall, and 2000 people were present. The
meeting was opened with a short address by the
Speaker, followed by a speech from the author of the
book, and then followed a series of addresses by
various speakers. The meeting was well attended
and the atmosphere was very friendly. The
meeting was closed with a short address by the
Speaker, followed by a speech from the author of the
book, and then followed a series of addresses by
various speakers. The meeting was well attended
and the atmosphere was very friendly. The

